

By the Office of Thrift Supervision.
Jonathan L. Fiechter,
Acting Director.
 [FR Doc. 95-19854 Filed 8-14-95; 8:45 am]
 BILLING CODE 6720-01-P

FARM CREDIT ADMINISTRATION

12 CFR Parts 611, 618, and 620

RIN 3052-AB43

Organization; General Provisions; Disclosure to Shareholders; Technical Assistance and Financially Related Services; Member Insurance; Correction and Effective Date

AGENCY: Farm Credit Administration.
ACTION: Final rule correction and notice
 of effective date.

SUMMARY: The Farm Credit Administration (FCA) published a final regulation under parts 611, 618, and 620 on June 30, 1995 (60 FR 34090). The final regulation defines what constitutes technical assistance, financial assistance, and financially related services and what types of activities the Farm Credit System institutions are authorized to provide. This regulation supersedes and replaces the existing FCA Board Policy and Booklet on Out-of-Territory Financially Related Services published in 1993. This document also corrects a typographical error that appeared in the publication of the final regulation. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulation is August 8, 1995.

EFFECTIVE DATE: The regulation amending 12 CFR parts 611, 618, and 620 published on June 30, 1995 (60 FR 34090) and this correction to that final regulation are effective August 8, 1995.

FOR FURTHER INFORMATION CONTACT:

Linda C. Sherman, Policy Analyst,
 Regulation Development, Office of
 Examination, Farm Credit
 Administration, McLean, Virginia
 22102-5090, (703) 883-4498, TDD
 (703) 883-4444,

or

Joy E. Strickland, Senior Attorney,
 Regulatory Operations Division,
 Office of General Counsel, Farm
 Credit Administration, McLean,
 Virginia 22102-5090, (703) 883-4020,
 TDD (703) 883-4444.

SUPPLEMENTARY INFORMATION: In
 preparing the final rule for publication

in the **Federal Register**, a portion of the
 text was inadvertently omitted in the
 first sentence of § 618.8025(a).

List of Subjects

12 CFR Part 611

Agriculture, Banks, banking, Rural
 areas.

12 CFR Part 618

Agriculture, Archives and records,
 Banks, banking, Insurance, Reporting
 and recordkeeping requirements, Rural
 areas, Technical assistance.

12 CFR Part 620

Accounting, Agriculture, Banks,
 banking, Reporting and recordkeeping
 requirements, Rural areas.

PART 618—GENERAL PROVISIONS

1. The authority citation for part 618
 continues to read as follows:

Authority: Secs. 1.5, 1.11, 1.12, 2.2, 2.4,
 2.5, 2.12, 3.1, 3.7, 4.12, 4.13A, 4.25, 4.29, 5.9,
 5.10, 5.17 of the Farm Credit Act (12 U.S.C.
 2013, 2019, 2020, 2073, 2075, 2076, 2093,
 2122, 2128, 2183, 2200, 2211, 2218, 2243,
 2244, 2252).

Subpart A—Related Services

2. On page 34101, first column, the
 first sentence of paragraph (a) is
 corrected to read as follows:

§ 618.8025 Feasibility reviews.

(a) Prior to an association offering a
 related service program for the first time
 or offering a service that it did not offer
 during the most recently completed
 business cycle (generally 1 year), the
 board of directors of the funding bank
 must verify that the association has
 performed a feasibility analysis
 pursuant to § 618.8020. * * *

* * * * *

Dated: August 9, 1995.

Floyd Fithian,

Secretary, Farm Credit Administration Board.

[FR Doc. 95-20161 Filed 8-14-95; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. NM-116; Special Condition No.
 25-ANM-104]

Special Condition: Israel Aircraft Industries (IAI), Model Astra SPX, High- Intensity Radiated Fields

AGENCY: Federal Aviation
 Administration, DOT.

ACTION: Final special condition; request
 for comments.

SUMMARY: This special condition is
 issued for the Israel Aircraft Industries
 (IAI) Model Astra SPX airplane. This
 new airplane utilizes new avionics/
 electronic systems, such as electronic
 displays and electronic engine controls,
 that perform critical functions. The
 applicable regulations do not contain
 adequate or appropriate safety standards
 for the protection of these systems from
 the effects of high-intensity radiated
 fields (HIRF). This special condition
 contains the additional safety standards
 that the Administrator considers
 necessary to establish a level of safety
 equivalent to that established by the
 existing airworthiness standards.

DATES: The effective date of this special
 condition is July 26, 1995. Comments
 must be received on or before
 September 14, 1995

ADDRESSES: Comments on this special
 condition may be mailed in duplicate
 to: Federal Aviation Administration,
 Office of the Assistant Chief Counsel,
 Attn: Rules Docket (ANM-7), Docket
 No. NM-116, 1601 Lind Avenue SW.,
 Renton, Washington, 98055-4056; or
 delivered in duplicate to the Office of
 the Assistant Chief Counsel at the above
 address. Comments must be marked:
 Docket No. NM-116. Comments may be
 inspected in the Rules Docket
 weekdays, except Federal holidays,
 between 7:30 a.m. and 4:00 p.m.

FOR FURTHER INFORMATION CONTACT:
 Timothy Dulin, FAA, Standardization
 Branch, ANM-113, Transport Airplane
 Directorate, Aircraft Certification
 Service, 1601 Lind Avenue SW.,
 Renton, Washington, 98055-4506;
 telephone (206) 227-2141.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA has determined that good
 cause exists for making this special
 condition effective upon issuance;
 however, interested persons are invited
 to submit such written data, views, or
 arguments as they may desire.
 Communications should identify the
 regulatory docket and special condition
 number and be submitted in duplicate
 to the address specified above. All
 communications received on or before
 the closing date for comments will be
 considered by the Administrator. This
 special condition may be changed in
 light of the comments received. All
 comments submitted will be available in
 the Rules Docket for examination by
 interested persons, both before and after
 the closing date for comments. A report
 summarizing each substantive public

contact with FAA personnel concerning this rulemaking will be filed in the docket. Persons wishing the FAA to acknowledge receipt of their comments submitted in response to this request must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. NM-116." The postcard will be date stamped and returned to the commenter.

Background

On February 15, 1994, Israel Aircraft Industries (IAI), Ben Gurion International Airport, Tel Aviv 70100, Israel, applied for an amendment to Type Certificate (TC) A16NM to incorporate the Model Astra SPX airplane. The Astra SPX is a derivative of the Model 1125 Westwind Astra. The changes include installation of new Allied Signal (Garrett) TFE731-40/40A engines, which are a derivative of the existing TFE731-3A-200G engines; installation of winglets and minor structural modifications to the wing; and installation of new avionics.

Type Certification Basis

Under the provisions of § 21.101 of 14 CFR part 21, IAI must show that the Model Astra SPX meets the applicable regulations incorporated by reference in TC A16NM, or the applicable regulations in effect on the date of application for the change. The regulations incorporated by reference in the type certificate are commonly referred to as the "original type certification basis." The regulations incorporate by reference in TC A16NM are as follows: Part 25, effective February 1, 1965, as amended by Amendments 25-1 through 25-54. The regulations in effect on the date of application include the applicable provisions of part 25 effective February 1, 1965, as amended by Amendments 25-1 through 25-79. In addition, the certification basis for the Model Astra SPX includes part 34, effective September 10, 1990, plus any amendments in effect at the time of certification; and part 36, effective December 1, 1969, as amended by Amendment 36-1 through the amendment in effect at the time of certification. This special condition will form an additional part of the type certification basis. In addition, the certification basis may include exemptions and other special conditions that are not relevant to this special condition.

If the Administrator finds that the applicable airworthiness regulation (i.e., part 25, as amended) do not contain adequate or appropriate safety standards

for the Astra SPX because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16 to establish a level of safety equivalent to that established in the regulations.

Special conditions, as appropriate, are issued in accordance with § 11.49 of the FAR after public notice, as required by §§ 11.28 and 11.29, and become part of the type certification basis in accordance with § 21.101(b)(2).

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same novel or unusual design feature, the special conditions would also apply to the other model under the provisions of § 21.101(a)(1).

Novel or Unusual Design Features

The Model Astra SPX incorporates new avionic/electronic systems, such as electronic displays and electronic engine controls, that perform critical functions. These systems may be vulnerable to HIRF external to the airplane.

Discussion

There is no specific regulation that addresses protection requirements for electrical and electronic systems from HIRF. Increased power levels from ground based radio transmitters and the growing use of sensitive electrical and electronic systems to command and control airplanes have made it necessary to provide adequate protection.

To ensure that a level of safety is achieved equivalent to that intended by the regulations incorporated by reference, a special condition is needed for the IAI Astra SPX, which would require that new electrical and electronic systems that perform critical functions be designed and installed to preclude component damage and interruption of function due to both the direct and indirect effects of HIRF.

High-Intensity Radiated Fields (HIRF)

With the trend toward increased power levels from ground-based transmitters, plus the advent of space and satellite communications, coupled with electronic command and control of the airplane, the immunity of critical digital avionics systems to HIRF must be established.

It is not possible to precisely define the HIRF to which the airplane will be exposed in service. There is also

uncertainty concerning the effectiveness of airframe shielding for HIRF. Furthermore, coupling of electromagnetic energy to cockpit-installed equipment through the cockpit window apertures is undefined. Based on surveys and analysis of existing HIRF emitters, an adequate level of protection exists when compliance with the HIRF protection special condition is shown with either paragraphs 1, or 2 below:

1. A minimum threat of 100 volts per meter peak electric field strength from 10 KHz to 18 GHz.

a. The threat must be applied to the system elements and their associated wiring harnesses without the benefit of airframe shielding.

b. Demonstration of this level of protection is established through system tests and analysis.

2. A threat external to the airframe of the following field strengths for the frequency ranges indicated.

Frequency	Peak (V/M)	Average (V/M)
10 KHz-100 KHz	50	50
100 KHz-500 KHz	60	60
500 KHz-2 MHz	70	70
2 MHz-30 MHz	200	200
30 MHz-100 MHz	30	30
100 MHz-200 MHz ...	150	33
200 MHz-400 MHz ...	70	70
400 MHz-700 MHz ...	4,020	935
700 MHz-1 GHz	1,700	170
1 GHz-2 GHz	5,000	990
2 GHz-4 GHz	6,680	840
4 GHz-6 GHz	6,850	310
6 GHz-8 GHz	3,600	670
8 GHz-12 GHz	3,500	1,270
12 GHz-18 GHz	3,500	360
18 GHz-40 GHz	2,100	750

As discussed above, this special condition would be applicable initially to the IAI Model Astra SPX. Should IAI apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, this special condition would apply to that model as well, under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain design features on the IAI Astra SPX airplane. It is not a rule of general applicability and affects only the manufacturer who applied to the FAA for approval of these features on the airplane.

The substance of the special condition for this airplane has been subjected to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change

from the substance contained herein. For this reason, and because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting this special condition immediately. Therefore, this special condition is being made effective upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for this special condition is as follows:

Authority: 49 U.S.C. app. 1344, 1354(a), 1355, 1421, 1423, 1424, 1425, 1428, 1429, 1430, and 49 U.S.C. 106(g).

The Special Condition

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special condition is issued as part of the type certification basis for the Israel Aircraft Industries (IAI) Model Astra SPX airplanes.

1. *Protection from Unwanted Effects of High-Intensity Radiated Fields (HIRF).* Each electrical and electronic system that performs critical functions must be designed and installed to ensure that the operation and operational capability of these systems to perform critical functions are not adversely affected when the airplane is exposed to high intensity radiated fields.

2. For the purpose of this special condition, the following definition applies: *Critical Functions.* Functions whose failure would contribute to or cause a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Renton, Washington, on July 26, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-20151 Filed 8-14-95; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-ASO-8]

Establishment of Class E Airspace; Thomaston, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic position coordinates of a final rule that was published in the **Federal Register** on August 3, 1994, Airspace Docket No. 94-ASO-8. The position coordinates are published in the **Federal Register** on August 3, 1994, for the Thomaston-Upson County Airport at Thomaston, GA, are incorrect. The correct position coordinates are lat. 32°57'17" N, long. 84°15'48" W.

EFFECTIVE DATE: 0901 UTC, November 9, 1995.

FOR FURTHER INFORMATION CONTACT: Stanley Zylowski, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 94-18810, Airspace Docket No. 94-ASO-8, published on August 3, 1994 (59 FR 39434), established Class E airspace at Thomaston, GA, to provide adequate Class E airspace for IFR operations at Thomaston-Upson County Airport. The geographic position coordinates as published in the **Federal Register** on August 3, 1994, for the Thomaston-Upson County Airport at Thomaston, GA, are incorrect. The correct position coordinates at lat. 31°57'17" N, long. 84°15'48" W.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic position coordinates at Thomaston, GA, for the Thomaston-Upson County Airport as published in the **Federal Register** on August 3, 1994 (59 FR 39434), (**Federal Register** Document 94-18810; page 39434, column 3), and the description in FAA Order 7400.9B, which is incorporated by reference in 14 CFR 71.1, are corrected as follows:

§ 71.1 [Corrected]

* * * * *

ASO GA E5 Thomaston, GA [Corrected]

By removing "(lat. 32°57'17" N, long. 84°11'14" W)" and substituting "(lat. 32°57'17" N, long. 84°15'48" W)."

* * * * *

Issued in College Park, Georgia, on August 4, 1995.

Wade T. Carpenter,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 95-20131 Filed 8-14-95; 8:45 am]

BILLING CODE 4910-13-M

FEDERAL TRADE COMMISSION

16 CFR Part 14

Administrative Interpretations, General Policy Statements, and Enforcement Policy Statements

AGENCY: Federal Trade Commission.

ACTION: Final amendments to interpretations and policy statements.

SUMMARY: The Federal Trade Commission ("Commission") is rescinding certain unnecessary or superfluous interpretations and policy statements in the Administrative Interpretations, General Policy Statements, and Enforcement Policy Statements ("Interpretations and Policy Statements") and revising one policy statement to bring it up to date.

EFFECTIVE DATE: August 15, 1995.

ADDRESSES: Requests for copies of this notice should be sent to the Federal Trade Commission, Public Reference Branch, Room 130, Sixth Street and Pennsylvania Avenue, NW., Washington, DC 20580.

FOR FURTHER INFORMATION CONTACT: Kent C. Howerton, Attorney, Federal Trade Commission, Bureau of Consumer Protection, Division of Enforcement, Room S-4302, Sixth Street and Pennsylvania Avenue NW., Washington, DC 20580, (202) 326-3013.

SUPPLEMENTARY INFORMATION:

I. Background

As a part of its ongoing program to review all of its mandatory rules and voluntary guides, the Commission has determined to amend 16 CFR part 14, Administrative Interpretations, General Policy Statements, and Enforcement Policy Statements ("Interpretations and Policy Statements").¹ In this notice, the Commission announces its determinations to repeal §§ 14.2, 14.4, 14.7, 14.11 and 14.17, and to revise § 14.16.² As explained below, the Commission is rescinding certain interpretations, guidelines and policy statements that are unnecessary, superfluous or obsolete and revising one policy statement to reflect current law and policy. Sections 14.9, 14.12 and 14.15 remain in effect and are not

¹ Part 14 of title 16 of the Code of Federal Regulations is not a comprehensive record of all the Commission's formal interpretations, guides, and policy statements. The Commission's Office of General Counsel is currently working on a project to make other such materials more readily available to the public.

² This matter has been designated as file number P954215 in the Commission's records.